

Corridor Land Use

This section of the guidelines is intended to address issues related to land use and development along the US 93 corridor.

- Restrict accesses along US 93 to those identified in the revised Access Control Plan. Control access along US 93 to minimize commercial development along the road.
- Improvement and expansion of US 93 will induce population growth, parcel subdivision, and development and construction in the US 93 corridor. These activities will cause habitat fragmentation, environmental impact, and significant change to the Reservation landscape. In response, MDT, FHWA, and the Tribes commit to diligently explore and apply methods for limiting and directing highway induced growth and development. As part of this exploration, FHWA, and MDT will investigate options for securing and expending Federal Highway Trust Funds toward limiting and controlling growth and development. Methods for consideration include, but are not limited to:
 - Corridor overlay zoning district in coordination with Lake and Missoula Counties
 - Development rights acquisition and/or transfer
 - Conservation Easements
 - Open space protection
 - Property acquisition
 - Access Control
- Increased traffic is anticipated on US 93 that will create a corresponding increase in the market for roadside advertising. Proliferation of billboards would create significant interruption of the visual landscape. In response, FHWA, MDT, and the Tribes commit to diligently explore and apply methods for controlling outdoor advertising throughout the US 93 corridor. As part of this exploration, FHWA and MDT will investigate options for securing and expending federal highway trust funds toward controlling outdoor advertising. Methods for consideration include, but are not limited to:
 - Institutional controls
 - Acquisition and removal of existing signs
 - Amortization of existing signs
 - Acquisition of scenic easements
 - Provide alternative signage and/or advertising kiosks under MDT ownership and control at select locations
 - Provide other advertising modes
 - Regulatory controls
 - Ban on new off-premise signs
 - Cap on the number of total signs
 - Conditional or special use permit criteria
 - Sign-free districts
 - Size, height, and spacing requirements
 - Site specific size and height restrictions
 - Annual permit fees
 - Removal for abandonment and disrepair
- Explore the acquisition of parcels that abut the highway and have land uses that are incompatible with environmentally sensitive areas

and restore those parcels in a manner that is consistent with the surrounding environment. Areas of concern include, but are not limited to, Jocko River crossing, Ravalli Canyon, and Evaro Hill, and parcels of land abutting US 93 at public road intersections.

- Coordinate with local governments regarding multi-jurisdictional zoning and development issues.
- Evaluate the feasibility of purchasing scenic or conservation easements to protect selected critical views. Areas of concern include, but are not limited to: the view of Flathead Lake from Polson Hill, and the view of the Mission Valley from the proposed Ravalli Hill visitor center.
- Tribal traditional knowledge together with contemporary wildlife mortality data indicate that wildlife crossings are needed at the areas between stations: (1) 141.2-148 on the right (east); (2) 161-162.4 on the right (east); (3) 163-163.6 on the left and right; (4) 308-312.8 on the right (east). The success of these crossings is dependent upon preserving and restoring the habitat abutting both sides of the highway and therefore MDT will diligently seek to acquire institutional control (i.e. fee title or conservation easement) in order to protect and preserve the wildlife approaches to these crossings.
- Secure open space protection left of recommended Arlee couplet (i.e. land west of recommended couplet) opposite mainline station 288.4-296.

Traffic Control Devices

Traffic control devices includes signal lights, lighting, crosswalks, and paint markings. Use state warrants for traffic control devices.

- Ensure all traffic control devices follow the national guidelines outlined in the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD covers all aspects of the placement, construction and maintenance of every form of approved traffic control. The guidelines prescribe five basic requirements for all devices. They must: fulfill a need; command attention; convey a clear, simple meaning; command respect of road users; and give adequate time for proper response. The MUTCD emphasizes “uniformity” of traffic control devices, meaning that the device conforms to regulations for dimensions, color, wording and graphics. A device should convey the same meaning at all times since consistent use protects the clarity of their messages.
- Mark crosswalks at intersections where there is substantial conflict between vehicle and pedestrian movements, where significant pedestrian concentrations occur, or where pedestrians could not otherwise recognize the proper place to cross. Crosswalks are marked to encourage pedestrians to use a particular crossing. Examples of such locations include, but are not limited to, the following: approved school crossings and signalized intersections where there is significant pedestrian traffic and one or more crossing locations have been prohibited.
- Encourage local school districts to utilize school-crossing guards in areas where school crossings occur instead of resorting to pedestrian-activated signals.
- Use painted crosswalks only where necessary to direct pedestrians